		East I	ansing			Kalama	zoo (1	Ferndal	le Grand	Rapids	Dea		Gay	ylord	Alpe		Cham		Escar	naba	St. Igr	nace	Ann A		GRAND	TOTAL
SAFE			16%		11%		20%			18%			14			7%		22%		17%		13%	17		147	15%
	reduce motor vehicle crashes	3		4		11		5	6		1		8		1		8		0		1		6		54	
4 (and ties) shaded and in bold	pedestrian travel	8	3	3] [10		11	6		1		8		1		0		1		3		8		60	
ğ	bus stops	1		1		3		4	1		1		3		0		0		6		4		4		28	
<u>≒</u>	trains	2	2	1		8		4	0		0		0		1		0		0		1		11		28	
ä	planes	C		0		2		0	0		0		0		0		0		0		1		0		3	
ğ	access management	5	5	1		12		9	2		1		6		1		5		0		1		1		44	
ade	bicycle access	7	7	3		10		6	3		1		5		3		2		2		2		9		53	
Sh	motorcycles	C	_	1		2		1	0		0		1		0		0		0		2		0	ļ.	7	
Ŷ	borders	3	3	0		5		4	0		0		0		1		0		0		2		2	ļ.	17	
‡:	improved vehicle technology	3	3	0		1		3	0		1		4		0		4		0		1		3	l.	20	
2	improved infrastructure	6		1		14		4	4		0		6		1		5		2	L	1		5		49	
a	RR crossings	2	_	0		9		2	1		0	L	4		1		1		2		3	L	5		30	
Α 4	truck/car integration	C	_	2		7		1	2		1	L	2		1		4	Į.	2	L	2	L	0		24	
top	signage/permanent travel	2	2	1		0		6	2		0	L	2		1		1	Ļ	0	L	1	L	1		17	
	individual behavior	1		0		4		3	1		0		2		1		1		1		3		2		19	
CHCTAINAD	=		200/	40	2/10/	24	220/	20 40	00/ 4	220/	46	240/	امه	200/	4010	260/	46	220/	El	100/	ما	00/1	احد	260/	242	220/
SUSTAINABL		_	2 20%		24%	34	23%	22 18	_	32%		21%	14	20%	16 3	30%		23%	5	10%	2	9%	27	26%	212	22%
þ	less impact on communities/neighborhoods	3		2		16 19		3 11	11		4 6		2	-	0 3	-	0	ŀ	1	-	1	L	3	}	42 74	
(and ties) shaded and in bold	minimize impact on environment compatible with natural environment	5		F		19		11 5	11 5		6		5		3	H	1	-	1	-	1	-	13	}	60	
g g	•	7	2	42		17				4	10	-	7	-	42		4.5	H	1		1	-		-	121	
(§) [Q	ability to maintain what is built	9		13		16		19 14	5 8	-	12	-	- /	-	12	_	15	-	1	-	0	-	12 16		92	
: 	better community design/minimize sprawl preserve existing rail corridor rights-of-way	3	•			10		14	0		- 0	1	0	H	3		3	- 1	4	F	U	H	10	ŀ	92	
걸	for future trail and transit use		,	_				14	6		10						2		4		0		14		86	
	better jurisdictional coordination and	C	,	3		9		14	•		10	H	0	-	9			H	•	-	U	-	14	ŀ	00	
4 4	cooperation on land-use decisions that affect																									
top	transportation	11		Ω		21		17	8		Ω		11		1		2		2		0		17		106	
	Inansportation			U		21		- 17	U	_	U	_	- ''		- '				L	l l	O ₁			ı	100	
CHOICES		26	23%	19	24%	26	18%	29 24	4% 1	18%	19	25%	14	20%	9 2	20%	6	9%	8	15%	6	26%	24	23%	197	20%
CHOICES	multi-modalism and connectivity among	26	23%	19	24%	26	18%	29 24	4% 1	18%	19	25%	14	20%	9 2	20%	6	9%	8	15%	6	26%	24	23%	197	20%
	multi-modalism and connectivity among modes	26		19	24%	26 12	18%	13	4% 1°	18%	19	25%	14 9	20%	9 2 0	20%	1	9%	1	15%	3	26%	24 18	23%	93	20%
	, ,)		24%		18%	13 11		18%		25%	9	20%	9 2 0 5	20%	6 1	9%	1 1	15%	3 3	26%		23%	93 51	20%
	modes number of routes service frequency	8	3		24%		18%	13 11 14	8 5 5	18%		25%	9 0 0	20%	9 2 0 5 6	20%	1 0 0	9%	1 1 2	15%	3 3 4	26%		23%	93 51 63	20%
	modes number of routes	9	3		24%		18%	13 11 14 17	8 5 5 7	18%		25%	9 0 0 5	20%	9 2 0 5 6 6	20%	1 0 0	9%	1 1 2 3	15%	3 3 4 3	26%		23%	93 51 63 85	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations	8	3		24%		18%	13 11 14 17 11	8 5 5 7 0	18%		25%	9 0 0 5	20%	9 2 0 5 6 6 2	20%	6 1 0 0 0	9%	1 1 2 3 3	15%	3 3 4 3 2	26%		23%	93 51 63 85 35	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers	8	3		24%		18%	13 11 14 17	8 5 5 7	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 2 1	20%	6 1 0 0 0 1	9%	1 1 2 3 3 3	15%	3 3 4 3 2 1	26%		23%	93 51 63 85	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail,	8	3		24%		18%	13 11 14 17 11 13	8 5 5 7 0 5	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 6 2	20%	6 1 0 0 0 1	9%	1 1 2 3 3 3	15%	3 3 4 3 2 1	26%	18 2 6 8 3 4	23%	93 51 63 85 35 43	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers	8	3		24%		18%	13 11 14 17 11	8 5 5 7 0	18%		25%	14 9 0 0 5 1 0	20%	9 2 0 5 6 6 2 1	20%	6 1 0 0 0 1 0	9%	1 1 2 3 3 3 3	15%	3 3 4 3 2 1	26%		23%	93 51 63 85 35	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths)	8	3		24%		18%	13 11 14 17 11 13	8 5 5 7 0 5	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 6 2 1	20%	6 1 0 0 0 1 0	9%	1 1 2 3 3 3 3	15%	3 3 4 3 2 1	26%	18 2 6 8 3 4	23%	93 51 63 85 35 43	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service	9 8 8 8 6 3 9			24%		18%	13 11 14 17 11 13 17	8 5 5 7 0 5	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 6 2 1	20%	6 1 0 0 0 1 0 3	9%	3 3 3 0	15%	6 3 3 4 3 2 1	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures	9 8 8 8 6 6 3 9			24%		18%	13 11 14 17 11 13 17	8 5 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 6 2 1 7	20%	6 1 0 0 0 1 0 3	9%	3 3 3 3 0 4	15%	6 3 3 4 3 2 1 4 0 2	26%	18 2 6 8 3 4	23%	93 51 63 85 35 43 109	20%
4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer	9 8 8 8 6 3 9			24%		18%	13 11 14 17 11 13 17 2 10	8 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	0 5 6 6 2 1 7 1 0	20%	6 1 0 0 0 1 0 3 3	9%	8 1 1 2 3 3 3 3 3 0 4 2	15%	3 3 4 3 2 1 4 0 2 5	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109 9 49	20%
4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective	9 8 8 8 6 6 3 9			24%		18%	13 11 14 17 11 13 17	8 5 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	9 2 0 5 6 6 2 1 7 1 0 0	20%	6 1 0 0 0 1 1 0 0 1 1 0 0 0 0 0 0 0 0 0	9%	8 1 1 2 3 3 3 3 3 0 4 2 4	15%	6 3 3 4 3 2 1 1 4 0 2 5	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109	20%
	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public	9 8 8 6 3 9 1 5 9		9 2 2 9 0 2 8 0 1 3 7		12 7 7 11 4 2 9 1 4 7 7	18%	13 11 14 17 11 13 17 2 10 11 12	8 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	0 5 6 6 2 1 7 1 0	20%	6 1 0 0 0 1 1 0 3 1 1 0	9%	8 1 1 2 3 3 3 3 3 3 0 4 2 4	15%	3 3 4 3 2 1 4 0 2 5	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109 9 49 54 68	20%
4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective	9 8 8 8 6 6 3 9					18%	13 11 14 17 11 13 17 2 10	8 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	0 5 6 6 2 1 7 1 0	20%	6 1 0 0 0 1 0 3 3 1 1 0	9%	3 3 3 0 4 2 4	15%	3 3 4 3 2 1 4 0 2 5	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109 9 49	20%
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public	9 8 8 6 3 9 1 5 9		9 2 2 9 0 2 8 0 1 3 7		12 7 7 11 4 2 9 1 4 7 7	18%	13 11 14 17 11 13 17 2 10 11 12	8 5 7 0 5 8	18%		25%	9 0 0 5 1	20%	0 5 6 6 2 1 7 1 0	20%	6 0 0 0 1 0 3 1 1 0	9%	3 3 3 0 4 2 4	15%	3 3 4 3 2 1 4 0 2 5	26%	18 2 6 8 3 4 20	23%	93 51 63 85 35 43 109 9 49 54 68	20%
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public	9 8 8 8 6 3 9 9 1 5 9		9 2 2 9 0 2 8 0 1 3 7		12 7 7 11 4 2 9 1 4 7 7		13 11 14 17 11 13 17 2 10 11 12	8 5 7 0 5 8 0 4 4 4 5		10 7 9 8 2 9 9 3 7 8 8		9 0 0 5 1 0 12 0 1 1 5 7		0 5 6 6 2 1 7 1 0 0 3		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 0 4 2 4		3 3 4 3 2 1 4 0 2 5 2		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation	9 8 8 6 3 9 1 5 9		9 2 2 9 0 2 8 0 1 3 7	9%	12 7 7 11 4 2 9 1 4 7 7		13 11 14 17 11 13 17 2 10 11 12	8 5 5 7 0 5 8 0 4 4 4 5 8	12%	10 7 9 8 2 9 9 3 7 8 8	16%	9 0 0 5 1	16%	0 5 6 6 2 1 7 1 0 0 3	14%	1 0 0 0 1 0 3 3 1 1 0 0	13%	1 1 2 3 3 3 3 3 0 4 2 4		3 3 4 3 2 1 4 0 2 5	9%	18 2 6 8 3 4 20		93 51 63 85 35 43 109 9 49 54 68 101	14%
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public	9 8 8 8 6 3 9 9 1 5 9	14%	9 2 2 9 0 2 8 0 1 1 3 7	9%	12 7 7 11 4 2 9 1 4 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 7 0 5 8 0 4 4 4 5	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 1 1 0 0		1 1 2 3 3 3 3 3 0 4 2 4		3 3 4 3 2 1 4 0 2 5 2		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68	
COH COH COH COH COH COH COH COH COH COH	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times	9 8 8 8 6 3 3 9 9 1 5 5 7 7	14%	99 22 29 00 22 88 01 13 33 77	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 5 7 0 5 8 0 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 0 4 2 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	
CO HO OF THE CO	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion	9 8 8 8 6 3 3 9 9 1 5 5 7 7	14%	99 22 29 00 22 88 01 13 33 77	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 5 7 0 5 8 0 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 0 4 2 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion information and communications/on-board	9 8 8 8 6 3 3 9 9 1 5 5 7 7	14%	99 22 29 00 22 88 01 13 33 77	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 5 7 0 5 8 0 4 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 3 3 0 4 4 2 2 4 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion information and communications/on-board technologies	9 8 8 8 6 3 3 9 9 1 5 5 7 7	14%	99 22 29 00 22 88 01 13 33 77	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 5 7 0 5 8 0 4 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 3 3 0 4 4 2 2 4 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion information and communications/on-board technologies on-line/e-mail communications about system	9 8 8 8 6 3 3 9 9 1 5 5 7 7	14%	9 22 2 9 9 0 0 2 8 8 0 1 1 3 3 7 1 10 10 10 10 10 10 10 10 10 10 10 10 1	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 7 0 5 8 0 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 3 3 0 4 4 2 2 4 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion information and communications/on-board technologies on-line/e-mail communications about system and service status	9 9 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9	14%	99 22 22 99 00 22 88 01 13 37 7 10	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17 5 5 5	8 5 5 7 0 5 8 0 4 4 4 5 8	12%	10 7 9 8 2 9 9 9 3 7 8 8	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 3 3 0 4 4 2 2 4 4		3 3 4 3 2 1 4 0 2 5 2 4		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101 131 30 50 24 21 42 30	
top 4 (and ties) shaded and in bold	modes number of routes service frequency larger transit service areas/regional travel more destinations efficient transfers complete networks/connectivity (roads, rail, bike paths) number of airports with commercial service bus/rail. airports with more departures barrier free access/transfer energy efficient and cost effective innovative approaches to public transportation shorter travel times congestion information and communications/on-board technologies on-line/e-mail communications about system and service status service frequency	9 9 8 8 8 8 8 8 8 9 9 9 9 9 9 9 9 9 9 9	14%	99 22 22 88 0 11 33 77 10 71 13 3	9%	12 7 7 11 4 2 9 1 4 7 7 7 13		13 11 14 17 11 13 17 2 10 11 12 17	8 5 5 7 0 5 8 0 4 4 4 5 8	12%	10 7 9 8 2 9 9 3 77 8 8 8 13	16%	9 0 0 5 1 0 12 0 1 1 5 7	16%	0 5 6 6 2 1 7 1 0 0 3 5		1 0 0 0 1 0 3 3 1 1 0 0		1 1 2 3 3 3 3 3 3 3 0 4 4 2 2 4 4		3 3 4 3 2 1 4 0 2 5 2 4 2 2 0		18 2 6 8 3 4 20 0 10 4 8		93 51 63 85 35 43 109 9 49 54 68 101	

top 4 (good access to service good system access passing lanes accommodates all levels of movements of	3 0	-	3 3 0		5 8 5		6 2	1 2 0		7 4 1		3 1		3 3 3	1 0 2		1 8	2 1 2	5 4 1	33	5
AFFORDABL	people and goods	4	400/	45	400/	12	440/	00 400	3	5 0/	9	470/	4	400/	2 70/	1	400/	10 100/	<u> </u>	4	5.	
AFFORDABL		13	12%		19%	17	11%	23 199		5%		17%	9	13%	3 7%		16%	10 19%	5 22%		1% 13	
top 4 (and ties) shaded and in bold	cheaper fuel taxes cheaper license plate fees/registration fees reasonable intercity fares reasonable urban fares funding options (consider tolls, user fees versus taxes) reduce travel times better accessibility to jobs more travel choices	1 1 4 5 2 5 6		0 1 1 1 0 9		1 7 4 5 2 13		3 1 11 8 16 7 17	0 0 1 1 0 1 2		0 7 6 6 6 11		0 0 4 2 0 1		1 2 1 0 2 1 2	0 0 0 9 1 2		5 5 4 4 4	2 2 2 2 2 2 2 2 3	0 5 4 4 5 5	2 1: 4 4 5 3: 7: 5	2 4 4 5 5 5
RELIABLE		17	15%	11	14%	16	11%	18 15%	6	10%	14	18%	7	10%	7 16%	12	17%	6 12%	5 22%	15 1	4% 13	14%
top 4 (and ties)	on time performance on time freight delivery responsive predictable coordinated transfers between modes construction projects snow removal system status/user information	10 0 7 6 8 3 0 4		4 0 4 8 6 1 0		8 2 4 4 6 7 5		20 2 5 7 13 6 7	4 0 1 2 4 1 1 2	.070	14 2 6 6 9 5 6	-	6 0 2 0 2 1 1 1		5 0 4 5 1 1 1	0 0 0 0 0 0 3 12	70	4 3 0 4 3 0 3 0	6 2 4 2 2 2 3 5 2	11 0 2 6 11 0 0	91 1 33 56 63 3 4	2 1 1 5 1
	THESE WERE ADDED AT THE MEETING:					-			_													

60 100% 76 100% 69 100% 44 ###

No seasonal load restrictions on state highways Comfort--transit amenities (e.g. bus shelters) Commuter & Metrorail Public Education

TOTAL RESPONSES

1%	0%	
1%	0%	

2 0% 2 3% 1 2% 2 0%

69 100%

52 100%

23 100% 104 100%

961

100%

There were dots associated with US 131 that are not included in the tally. However, they have been turned over to MDOT for inclusion in the US 131 record.

112 100% 80 100% 148 100% 123 ####